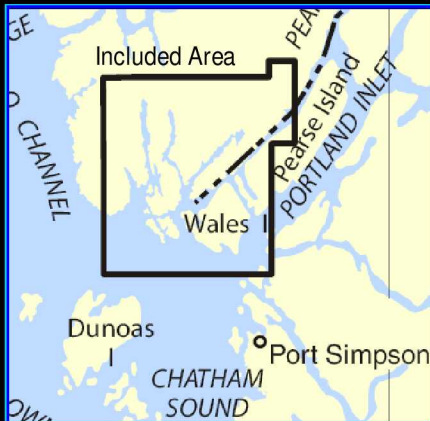


BookletChart[™]

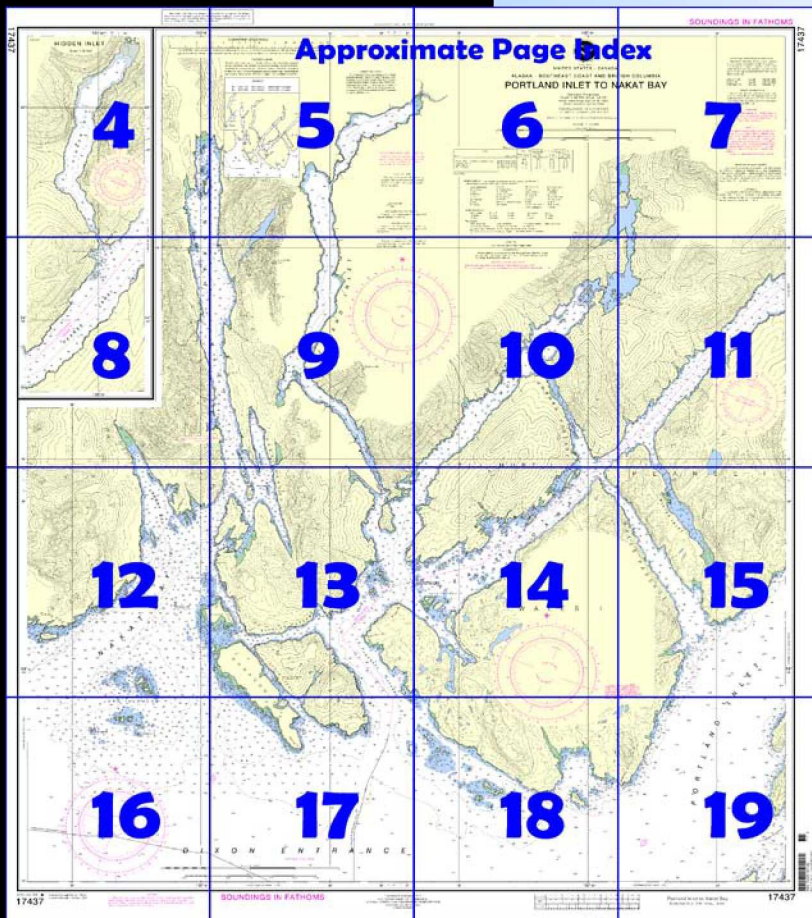
Portland Inlet to Nakat Bay

(NOAA Chart 17437)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 8, Chapter 4 excerpts]

(67) **Cape Fox**, on the N side of Dixon Entrance, forms the W side of Nakat Bay and the E point of the entrance to Revillagigedo Channel. The cape is mountainous and wooded, with wooded islets close off its S shore. The cape terminates in remarkable high white cliffs, with a conspicuous saddle-shaped mountain, **Harry Saddle**, about 2 miles back. A rock awash is about 500 yards (458 m) ENE from the E tip of **Fox Island**, a small island about 0.2 mile off Cape Fox.

(69) **Lord Islands**, about 2.5 miles SE from Cape Fox, are in two groups, separated about 0.7 mile, and have a number of islands in each group, with a clear channel between the groups. The recommended channel into Nakat Bay is to the W of the islands and **Thistle Rock**, favoring the Cape Fox shore.

(71) **Nakat Bay**, making N between Cape Fox and Tongass Island, is the entrance to Nakat Inlet and the W approach to Port Tongass.

(72) **Boat Rock**, 5 feet (1.5 m) high, is close to the W shore at the entrance to Nakat Bay. **Boat Rock Light** (54°46'49"N., 130°47'58"W.), 46 feet (14 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the SW end of the rock.

(74) **Harry Bay**, on the NW side of Nakat Bay, is deep and exposed to the SE. **Slim Island** is close to the W shore at the entrance. **Ledge Point** on the E side of the entrance to the bay should be passed at a distance of 0.5 mile to clear the rocks off the point.

(77) **Nakat Harbor** makes off from the SE part of Nakat Inlet and is separated from it by a chain of wooded islands. The N arm of Nakat Harbor also has anchorage, but poor shelter. A reef with two pinnacles that bare 3 feet (0.9 m) is 200 yards (183 m) from the W shore about 0.3 mile N from **Simonton Point**. **Observation Rock**, in the middle of Nakat Harbor, is about 6 feet (1.8 m) high, with submerged rocks that extend about 250 yards (229 m) SE and NW from it.

(79) Excellent anchorage may be had in 18 fathoms, mud bottom, in the SW arm of Nakat Harbor, about 0.6 mile SE of **Surprise Point**. Passage to the head of this arm is obstructed by a rock baring 3 feet (0.9 m) in the middle of the constricted part of the arm.

(80) **Tongass Reef**, on the NE side of the bay, about 0.5 mile N of Tongass Island, is awash at high water. **Tongass Reef Daybeacon** (54°47'13"N., 130°44'40"W.) on a skeleton tower with a red and white diamond-shaped daymark on the N side of the reef, marks the N entrance to Port Tongass. **Passage Rock** and **Track Rock**, between Tongass Reef and the N point of Tongass Island, cover at high water.

(81) **Port Tongass** is a small harbor formed by the passage between Tongass Island and the mainland. **Tongass Island** is low and, except on the NE side, has ledges and submerged rocks that extend well out on all sides.

(82) The anchorage is 200 yards (183 m) from the NE shore of the harbor, E of **Fort Point** in about 20 fathoms (36 m), hard bottom.

(84) **Sitklan Passage**, except for its W entrance between Tongass and Kanagunut Islands, is a deep narrow passage with steep wooded shores that extend ENE between the mainland and the NW shores of Kanagunut Island and **Sitklan Island** from Nakat Bay to Tongass Passage. It forms the SE and SW approaches to Port Tongass. The E entrance of the passage from Tongass Passage is N of **Point Mansfield**. This channel, with depths of 16 to 42 fathoms (29 to 77 m), is fairly straight and about 300 yards (274 m) wide. **Dark Point**, the turning point from Sitklan Passage into Port Tongass, has a bare rock about 5 feet (1.5 m) high close-to.

(85) A circular shoal with a least depth of 2¼ fathoms (4.1 m) is about 0.6 mile NW of **Tingberg Island** in the W entrance. When rounding **Katakwa Point**, the SE extremity of Tongass Island, care should be exercised to favor the E shore of Port Tongass, which is steep-to and clear of dangers.

(86) **Lincoln Channel** is the narrow passage between Kanagunut and Sitklan Islands. A shoal with a depth of 1 fathom (1.8 m) is about 0.5 mile N from **Garnet Point**, the S extremity of Kanagunut Island.

(87) **Kanagunut Island**, low and heavily wooded, is fringed along its SW shore by rocky ledges that extend 200 to 700 yards (183 to 640 m) from the island.

(88) **Tongass Passage**, between Sitklan and Wales Islands, is a deep passage with steep shores that extends NW from Dixon Entrance. Tongass Passage is entered between **Haystack Island**, a steep wooded islet, and **Island Point**, the SE extremity of Sitklan Island. Rocks awash are about 300 yards (274 m) W of Haystack Island. From **Bartlett Point**, the W extremity of Wales Island, to **Phipp Point**, on the N shore of Wales Island about 1 mile NE of Bartlett Point, a midchannel course will lead through deep water.

(89) **Fillmore Inlet** joins Pearse Canal on the Alaska side at the SW end of Fillmore Island, and separates that island from the mainland; it extends NE and is comparatively free to navigation, but there are numerous rocks and reefs close inshore.

Table of Selected Chart Notes

VESSEL TRAFFIC SERVICES
Traffic Services calling-in point with number; arrows indicate direction of vessel movement. For additional information concerning these services, see US Coast Pilot and Canadian Sailing Directions.

Corrected through NM Oct. 16/04
Corrected through LNM Sep. 28/04

HEIGHTS
Heights in feet above Mean High Water.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 5° from the normal variation have been observed on the west shore of Nakat Inlet about 1½ miles north of Surprise Point.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 8 for important supplemental information.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Gravina I, AK	KZZ-96	162.525 MHz
Duke I, AK	KZZ-92	162.450 MHz
Ketchikan, AK	WXJ-26	162.55 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.207" southward and 5.951" westward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Mercator Projection
Scale 1:40,000 at Lat. 54°50'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

PRINT-ON-DEMAND CHARTS
This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, and the Canadian Hydrographic Service.

Additional information can be obtained at nauticalcharts.noaa.gov.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blbs boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstrn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

⚡ Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

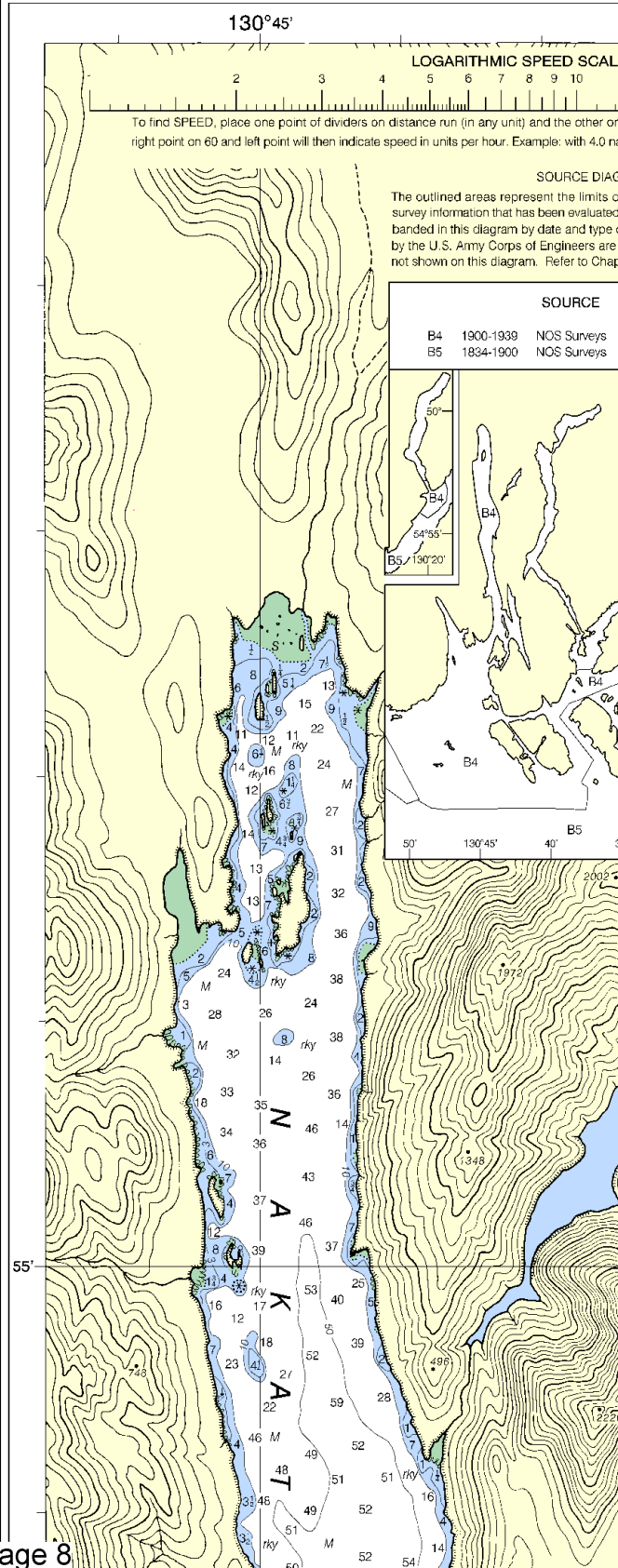
TIDAL INFORMATION					
Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Walee Island (Cannery), Pearse Canal	(54°47'N/130°33'W)	15.3	14.4	1.5	-4.5
Haystack Island	(54°43'N/130°37'W)	15.0	14.1	1.5	-4.0
Nakat Harbor	(54°49'N/130°42'W)	14.7	13.6	1.4	-4.5
Port Tongass	(54°46'N/130°44'W)	14.6	13.7	1.3	-4.3

(May 2004)

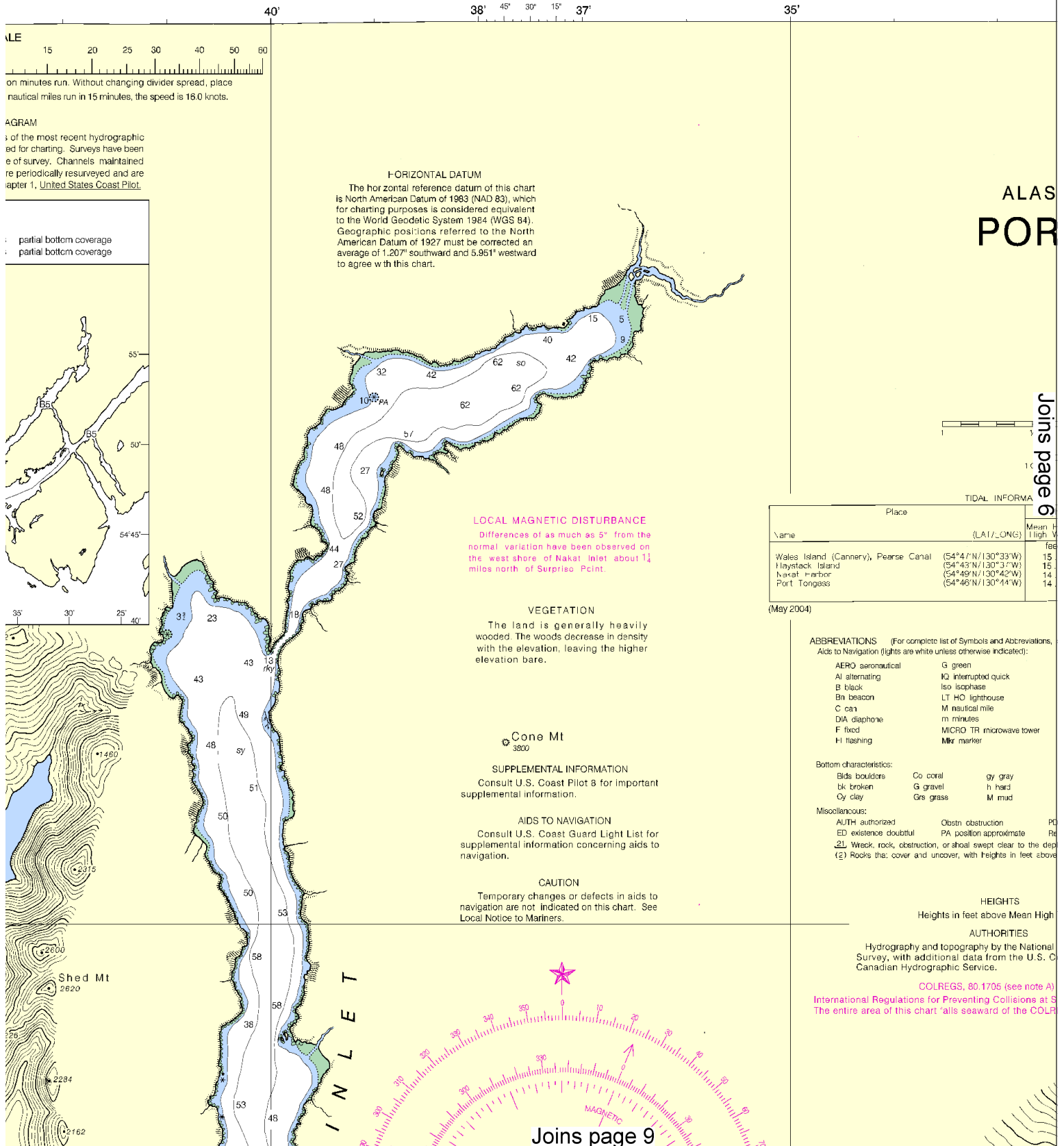
North



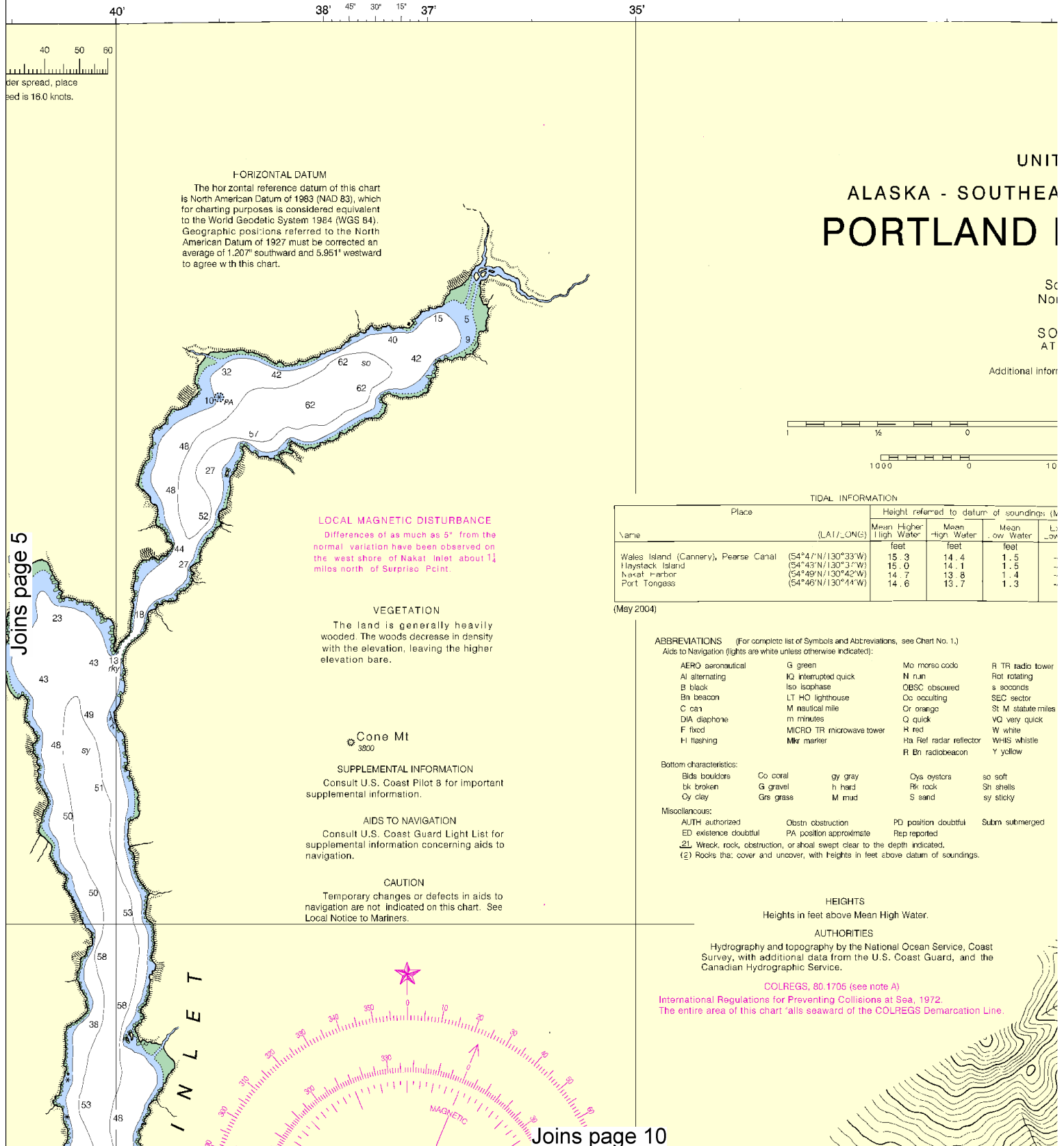
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.



Joins page 8



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

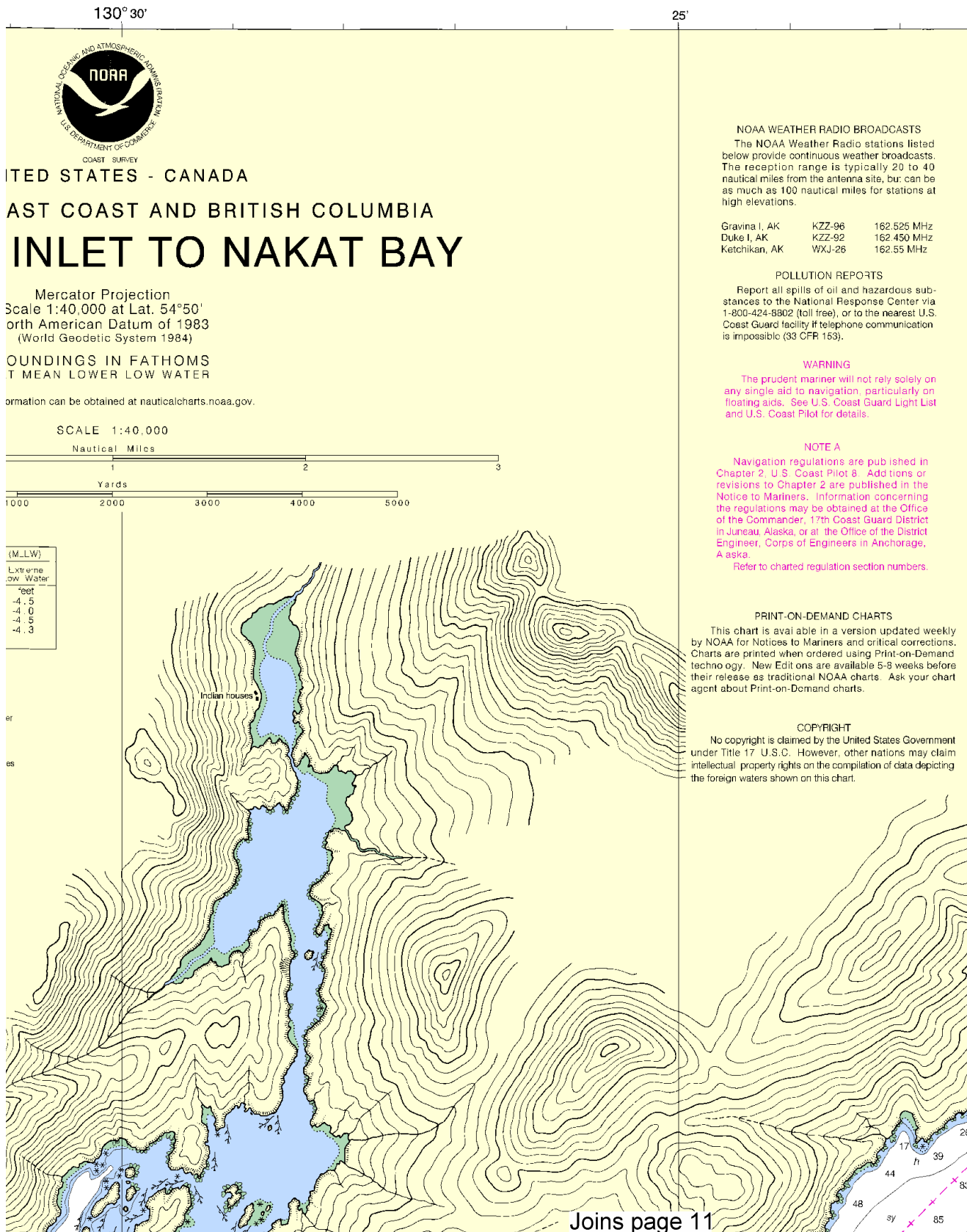
North

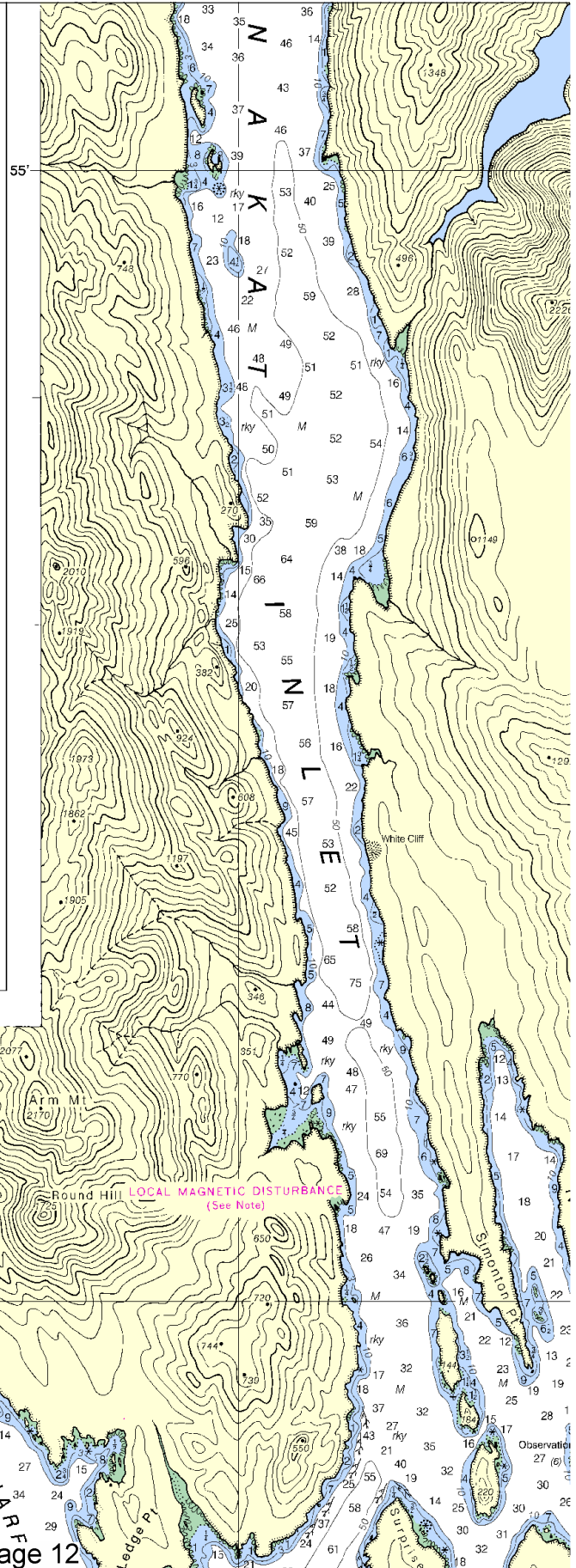
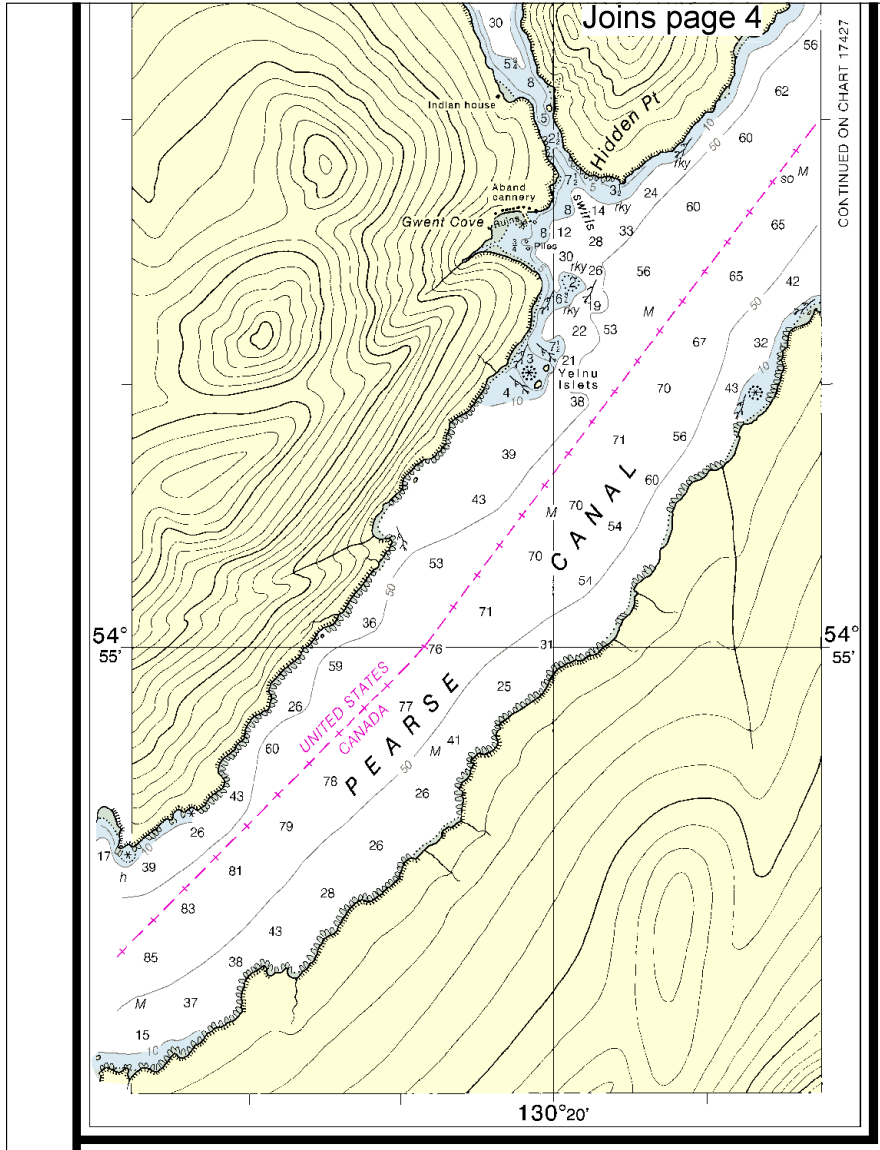
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







8



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

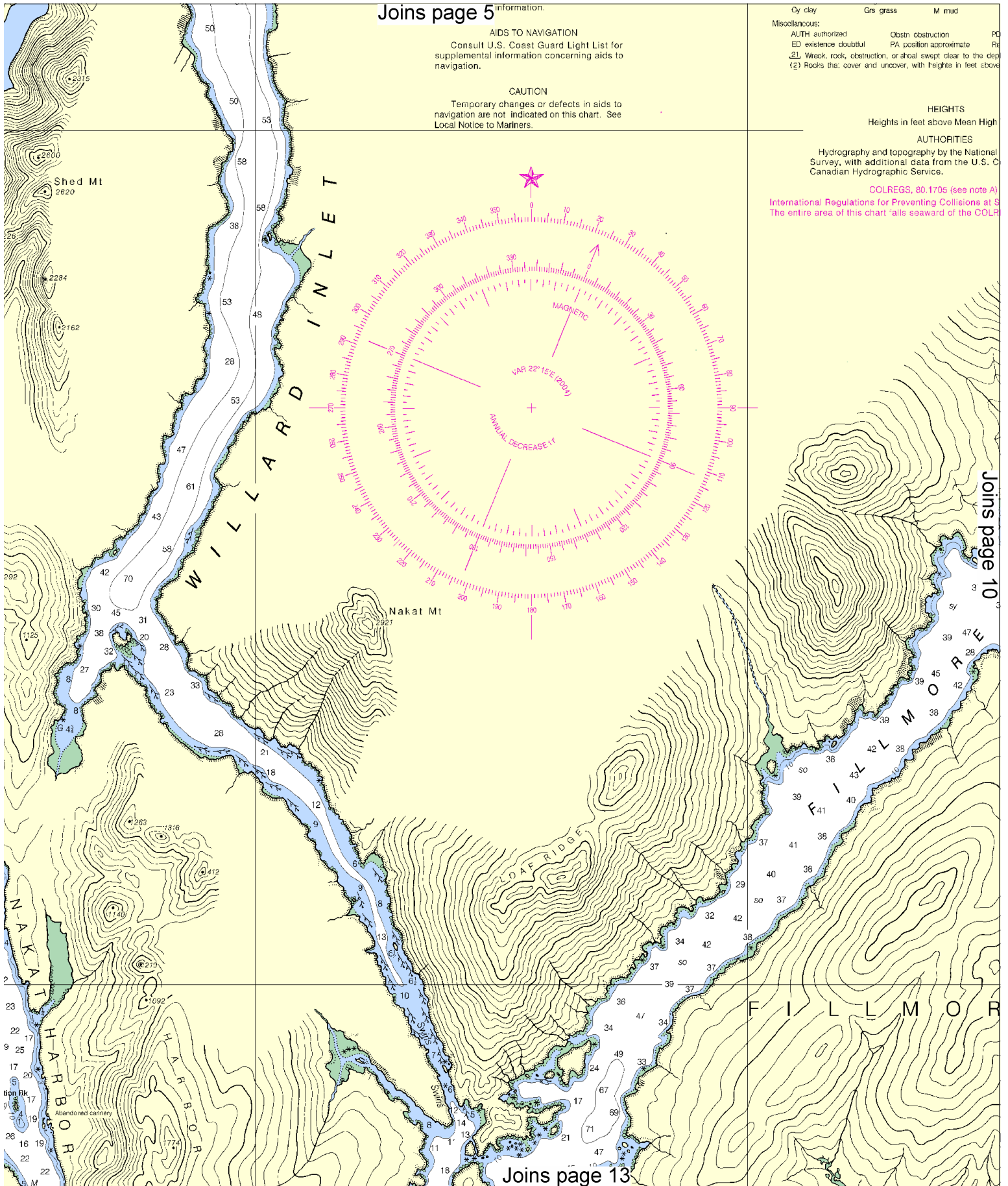
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Cy clay Grs grass M mud
Miscellaneous:
AUTH authorized Obstrn obstruction PD
ED existence doubtful PA position approximate Re
21 Wreck, rock, obstruction, or shoal swept clear to the depth
(2) Rocks that cover and uncover, with heights in feet above

HEIGHTS
Heights in feet above Mean High

AUTHORITIES
Hydrography and topography by the National Survey, with additional data from the U.S. Canadian Hydrographic Service.

COLREGS, 80.1705 (see note A)
The entire area of this chart falls seaward of the COLREGS



AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

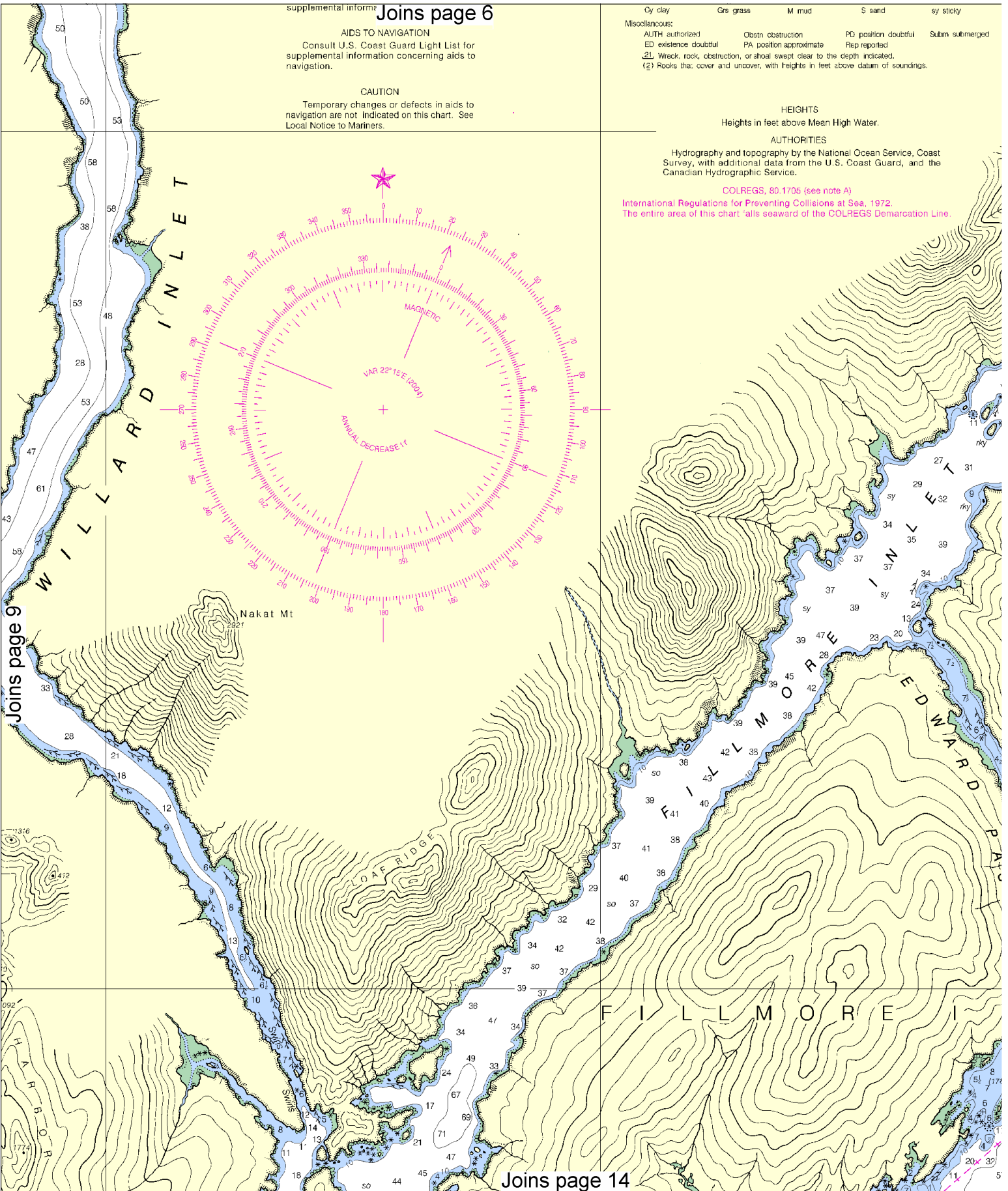
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Cy clay Grs grass M mud S sand sy sticky
Miscellaneous:
AUTH authorized Obstr obstruction PD position doubtful Subm submerged
ED existence doubtful PA position approximate Rep reported
21 Wreck, rock, obstruction, or object swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard, and the Canadian Hydrographic Service.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



10



Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



Joins page 7

55'

JOINS INSET

50'

45'

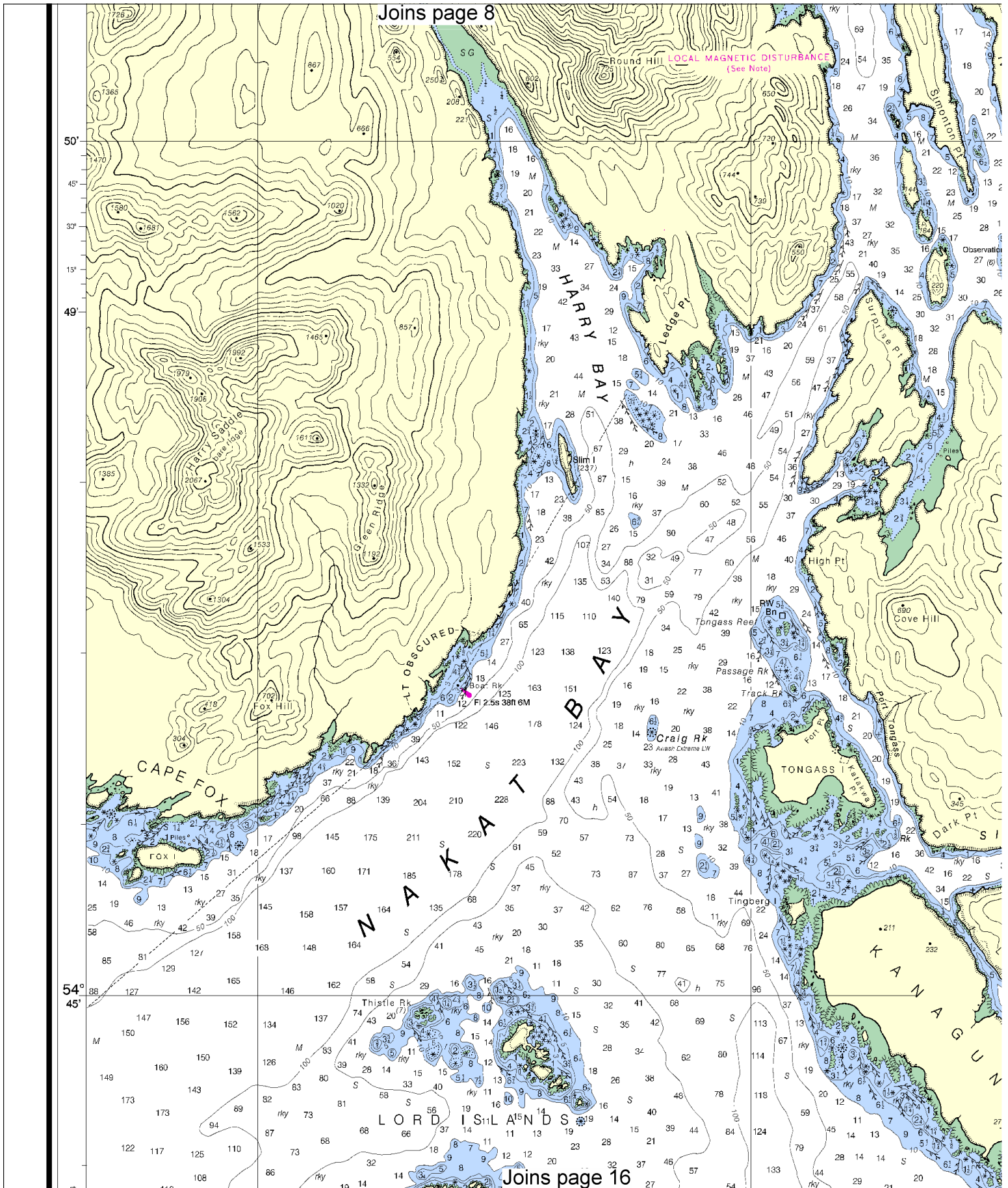
30'

15'

49'

Joins page 15

Joins page 8



Joins page 16

12

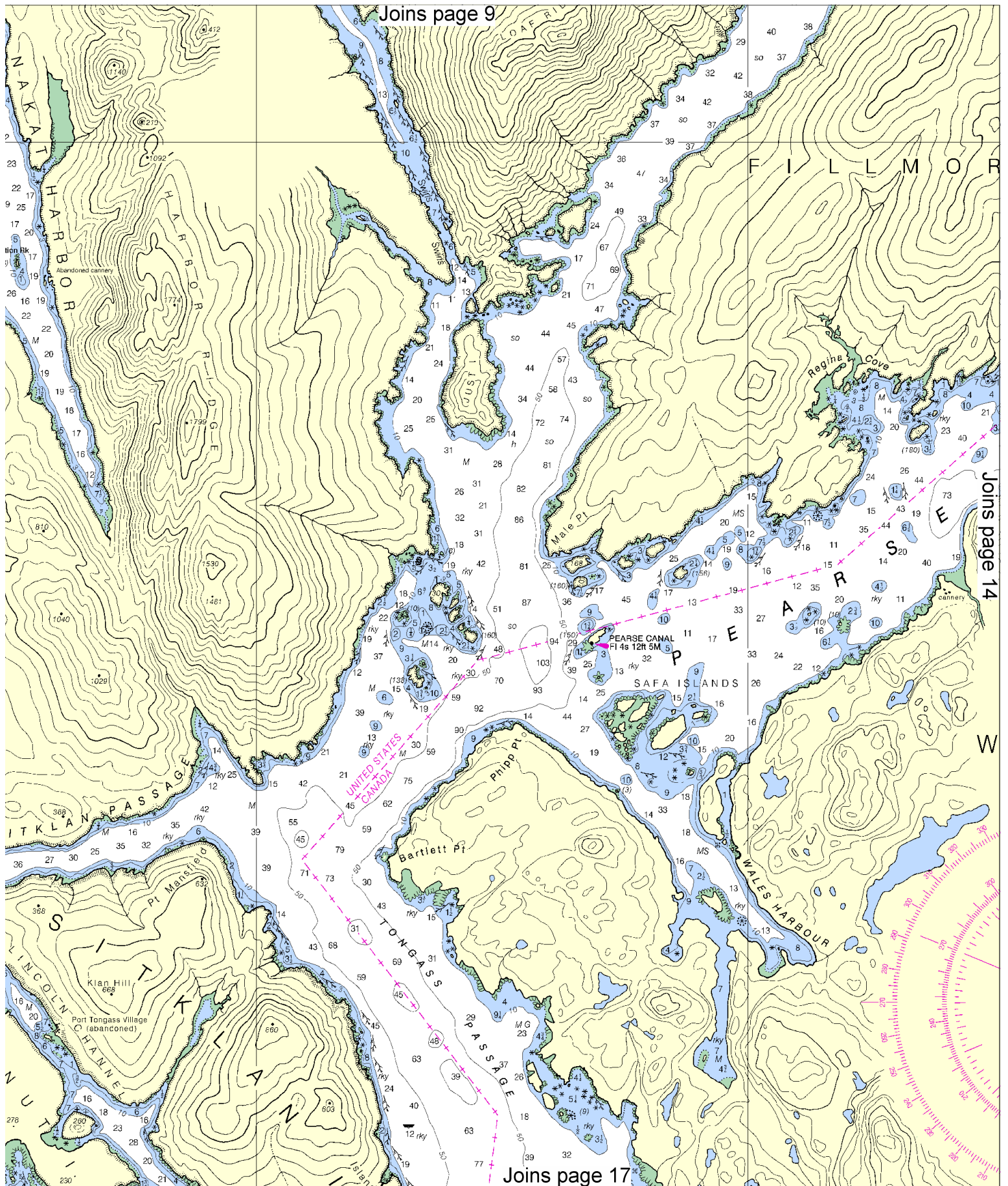


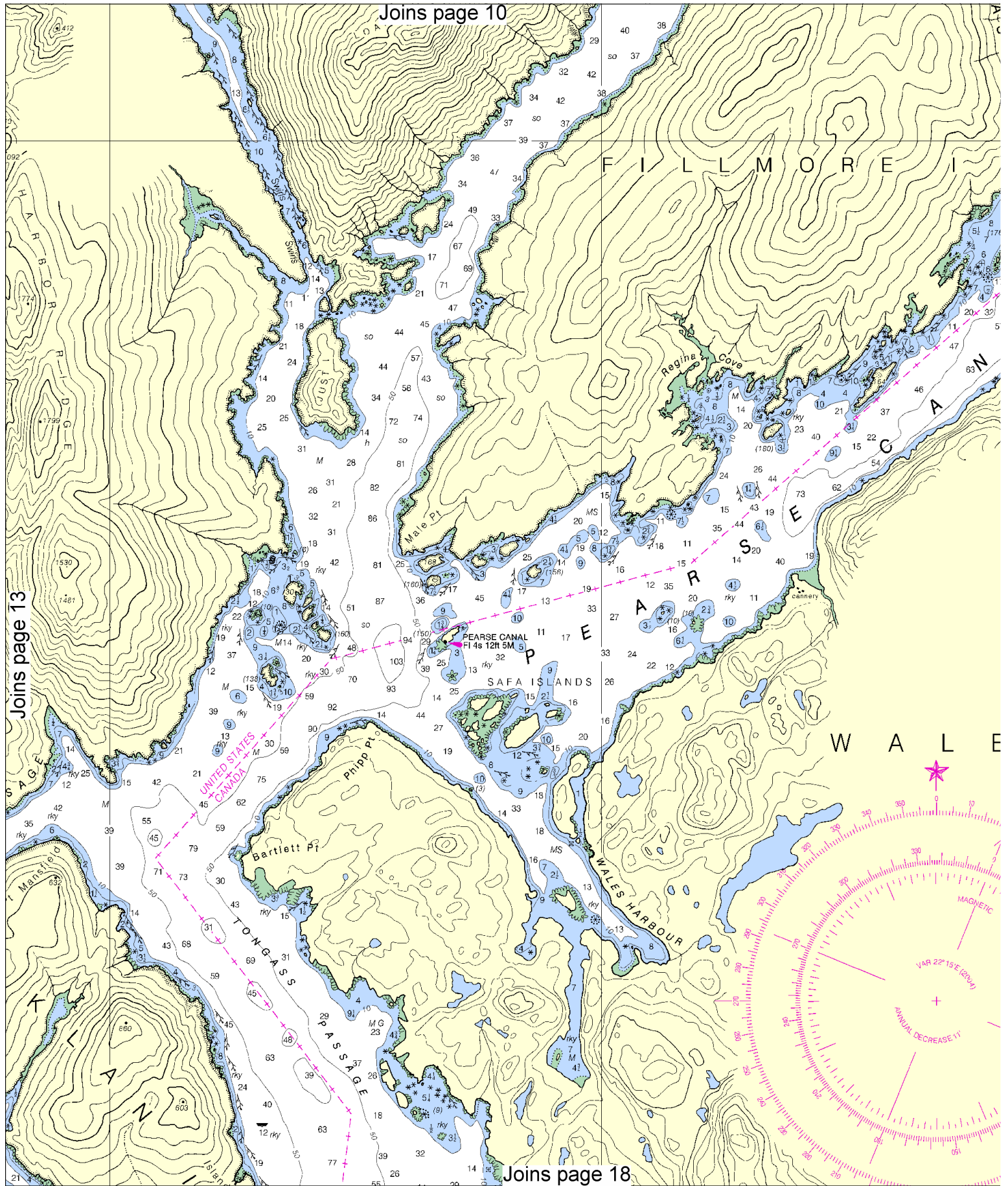
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







14

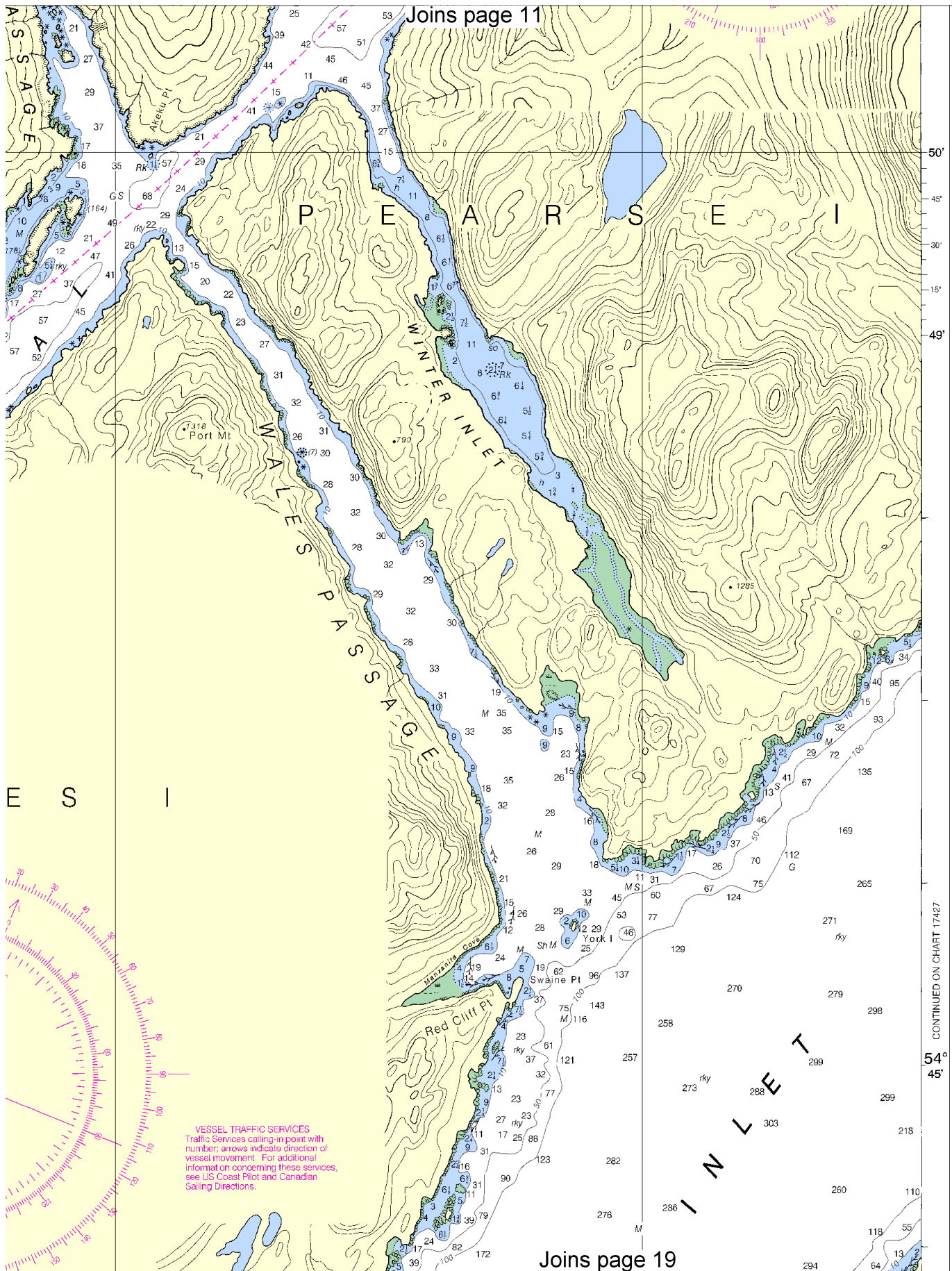


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 12

54°
45'

CONTINUED ON CHART 17434

40'

50'

130°45'

CONTINUED ON C

9th Ed., Oct. /04

17437

Corrected through NM Oct. 16/04
Corrected through LNM Sep. 28/04

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUNDING

16

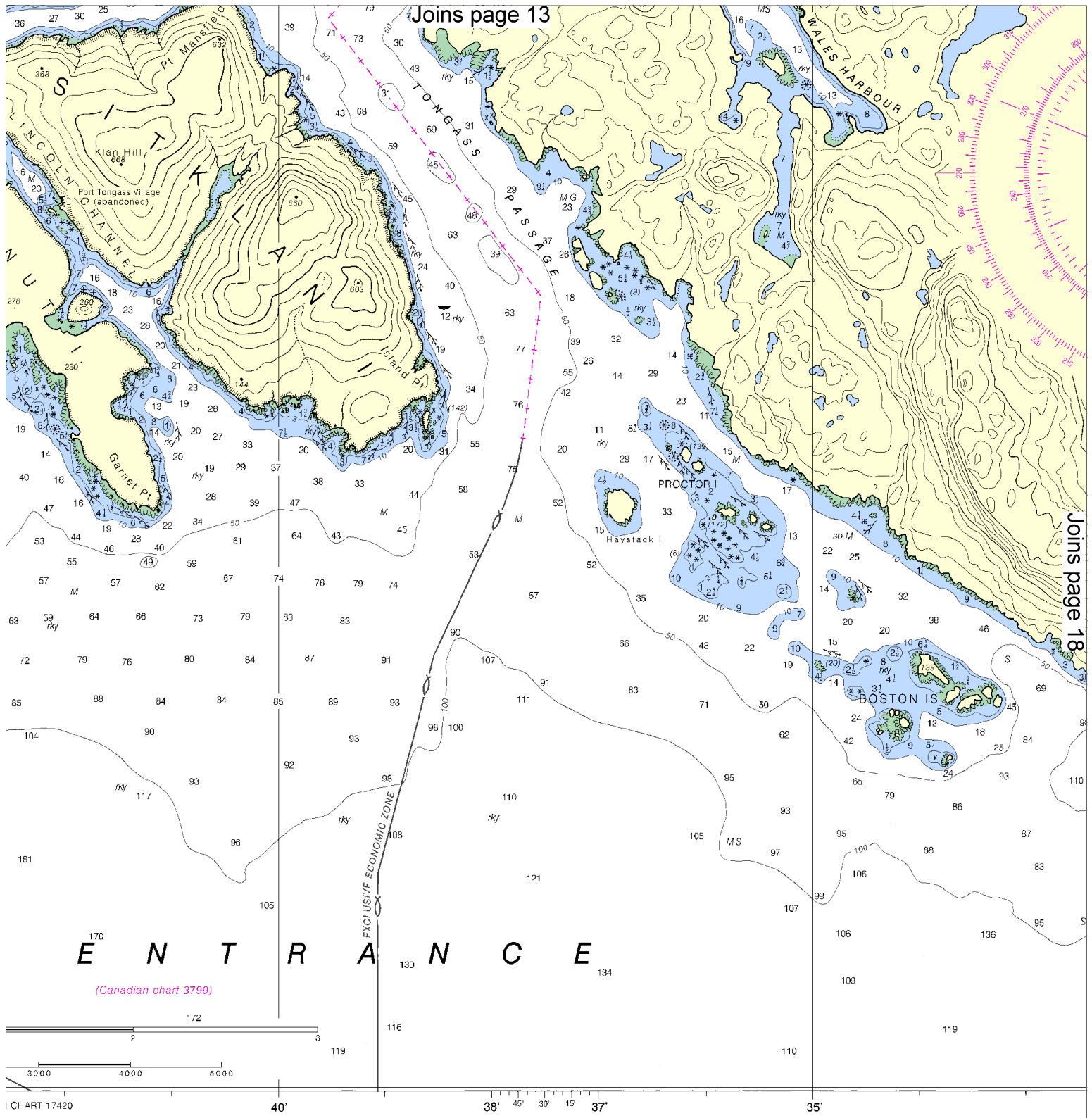


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

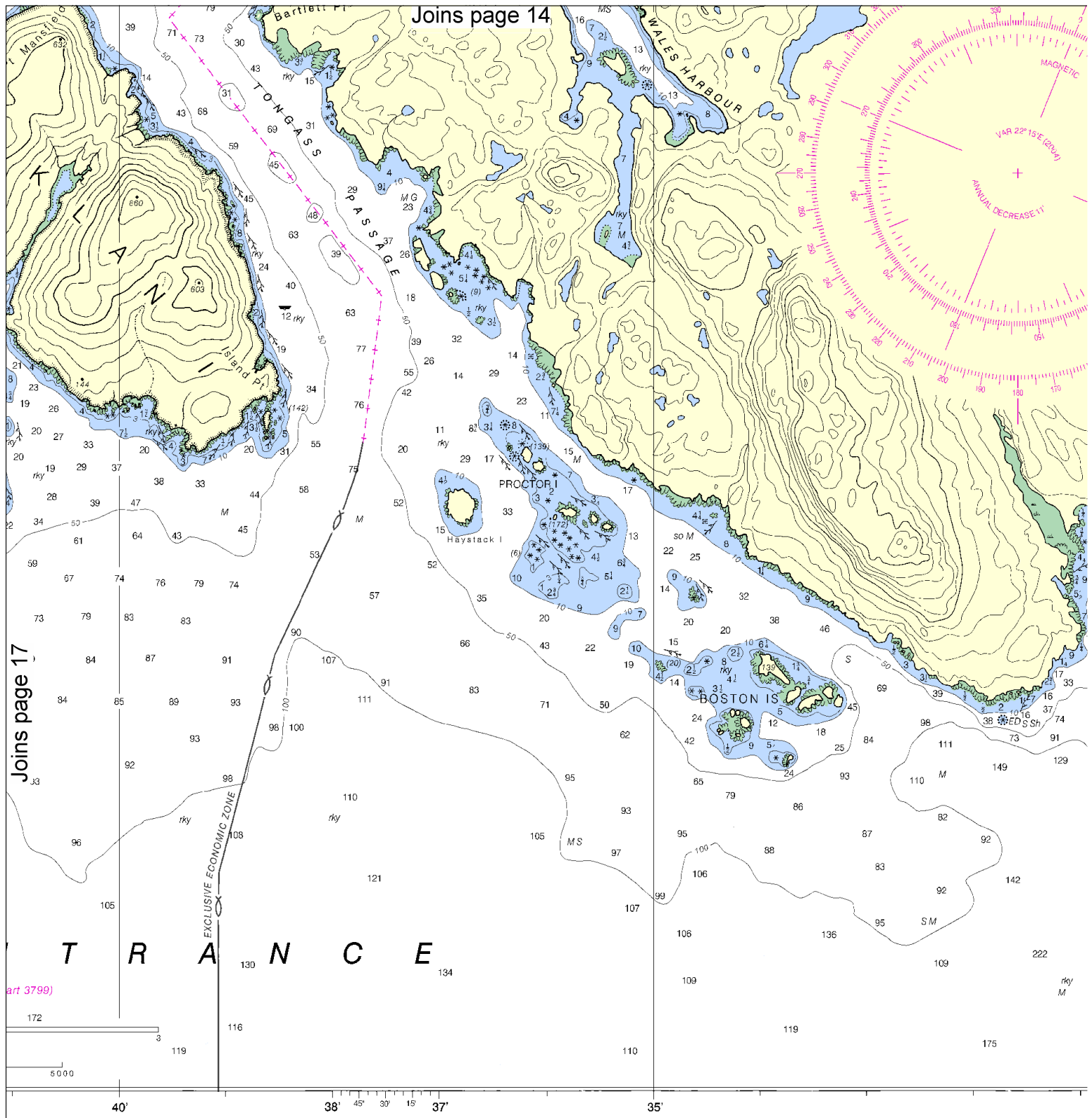
See Note on page 5.





IS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3
FEET	6	12	18
METERS	1	2	3

18

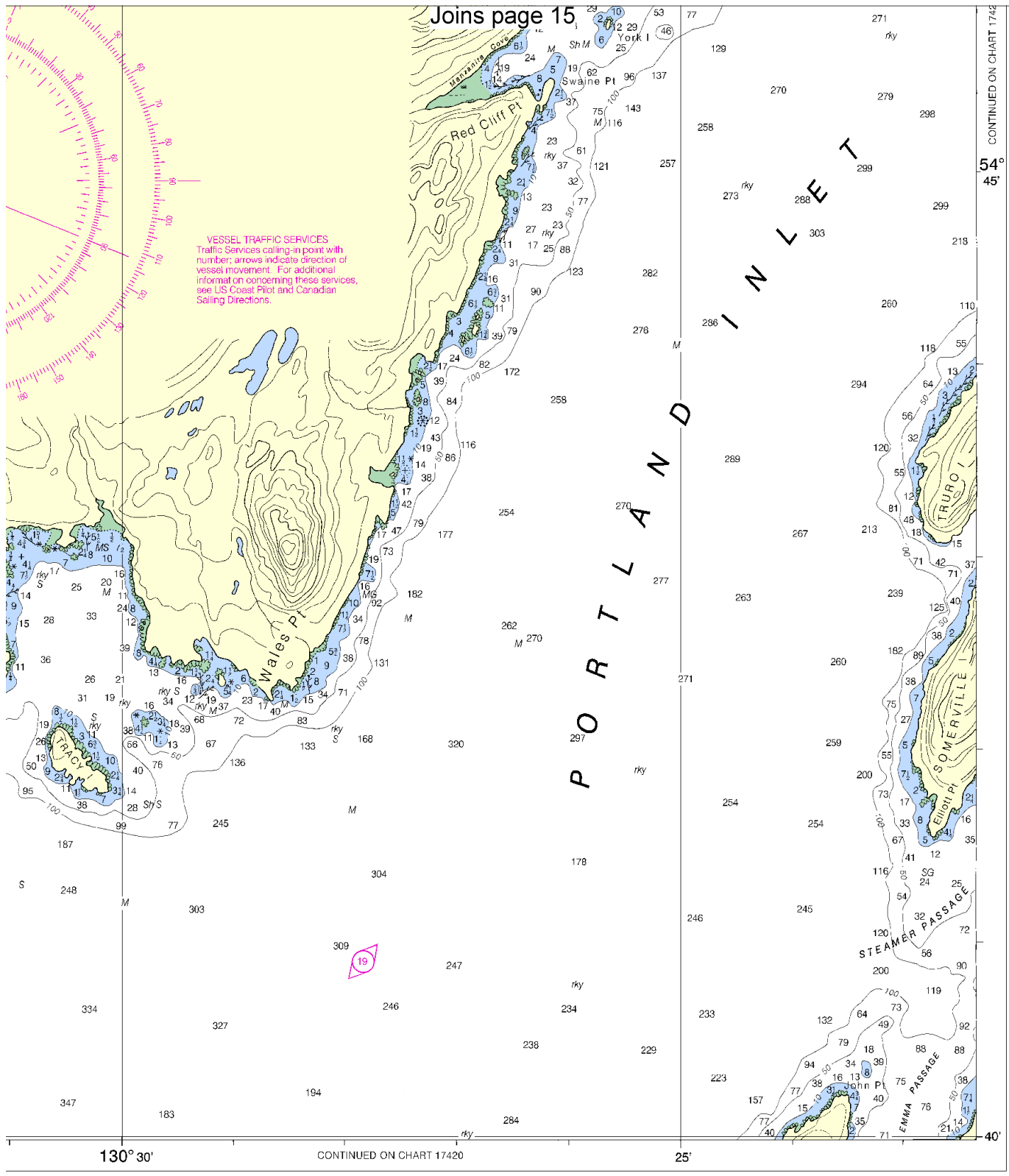


Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





Joins page 15

VESSEL TRAFFIC SERVICES
Traffic Services calling-in point with
number; arrows indicate direction of
vessel movement. For additional
information concerning these services,
see US Coast Pilot and Canadian
Sailing Directions.

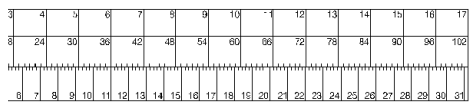
CONTINUED ON CHART 1742
54°
45'



ED. NO. 9



NSN 7642014011461
NSA REFERENCE NO. 17XHA17437



Portland Inlet to Nakat Bay
SOUNDINGS IN FATHOMS - SCALE 1:40,000

17437

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

Canadian Coast Guard (RCC) – 250-363-2995

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENC[®]s are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENC[®]s comply with standards of the International Hydrographic Organization. ENC[®]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNC[™]s are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNC[™]s comply with standards of the International Hydrographic Organization. RNC[™]s and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

